1	2	3	4	5	6
4.	% of telegrams delivered with in 12 days light hours.	93.5/88.4	91.6/92.0	91.7/92.4	91.7/93.0

[Translation]

Requirement of Railway Coaches/Wagons

1988. SHRI BRAHAMANAND MANDAL :
SHRI RAMESH CHENNITHALA :
DR. G.R. SARODE :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways are facing acute shortage of wagons and coaches;

(b) if so, the details thereof, zone-wise;

(c) whether it has seriously affected the revenue earnings;

(d) if so, the details thereof;

(e) the additional requirement of wagons/coaches, zone-wise;

(f) whether the Government have received any complaint regarding shortage of wagons and coaches;

(g) if so, the details thereof, zone/division-wise; and

(h) the steps taken/proposed by the Government to meet the requirement of wagons and coaches?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : (a) to (d). Judged in the context of the Railways' freight target, there is no shortage of wagons. However, in relation to the total demand in the country for rail transport, there are pockets of unsatisfied demand in some areas. The present fleet of coaches is adequate to run scheduled passenger services.

(e) The requirement of wagons/coaches is assessed for the entire Indian Railways (not zone-wise) based on expected materialisation of traffic and efficiency of utilisation. The requirement of wagons and coaches in 1996-97 has been worked out as 25,000 wagons (in Four Wheeler Units) and 2096 coaches (including EMUs, MEMUs and DMUs). In addition, 5000 wagons are expected to be procured under 'Own Your Wagon Scheme'.

(f) and (g). Generally, there are presently no complaints about shortage of wagons. However, complaints are received regarding cleanliness/ conditions of coaches and for provision of new coaches on trains in their areas.

(h) Need based procurement of wagons and coaches consistent with the availability of resources and production capacity. Besides customers are being encouraged to buy wagons under 'Own Your Wagon Scheme'. Efforts are also being made to improve utilisation of assets.

I.A. Accident

1989. KUMARI SUSHILA TIRIYA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned, "IA high risk airline: IATA" appearing in the 'Times of India' dated October 29, 1996;

(b) If so, the facts and details thereof;

(c) whether Indian Airlines is having a higher accident rate then the world average;

(d) If so, the details thereof and the reasons therefor; and

(e) the steps proposed to be taken by the Government to remedy the situation?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b). Yes, Sir. International Air Transport Association (IATA) has denied having incorporated in its safety report safety statistics related to safety performance of any specific airline including Indian Airlines.

(c) and (d). The accident rate of Indian Airlines is slightly higher than world average since the flying by Indian Airlines is much less compared to cumulative flying by world Airlines. As a result even a single accident will result in shooting up the accident rate.

(e) Steps are continuously taken to enhance the level of air safety by upgrading the facilities at the airports, monitoring of flight recorders, safety audit of airlines, adherence to laid down procedures, and weather minima, implementation of recommendations emanating from investigation of aircraft accidents and hazardous incidents, dissemination of safety information, carrying out periodic inspection of aerodromes, conducting safety seminars etc.

Provident Fund Deposit

1990. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of LABOUR be pleased to state :

(a) whether the Government propose to make some changes in the investment pattern of Provident Fund